

self-unloader in 1981, is one of the most handsome vessels sailing the lakes and the last of four sisterships remaining in operation. (The other three, ULS's GORDON C. LEITCH [I] and C.S.L.'s SIR JAMES DUNN and THUNDER BAY [II], have long ago been scrapped.) The sinking of the NORRIS is, undoubtedly, the worst accident of the 1995 season on the lakes and reminds us, just as did the November 10, 1975, sinking of the EDMUND FITZGERALD on Lake Superior, that our lakes must never be taken for granted, especially in November.

The scrapyards at Port Maitland has been busy recently. By mid-November, work had progressed on the scrapping of old McKeil Marine equipment, including the tug TRAVELLER, which had been cut down to the hull. The former P & H Shipping steamer BEECHGLEN, which had been at Port Maitland since 1994, has finally been pulled stern-first into the scrapping berth and by now work will probably have begun on her.

The Powell shipyard at Port Maitland also has been busy, but at re-engining tugs rather than scrapping them. A new diesel engine was placed earlier in the former St. Lawrence Seaway Authority tug WELLAND, now owned by the Miner Brothers, and a duplicate engine is currently being fitted in McKeil's ATOMIC, which was towed up the Welland Canal from Hamilton on September 29th by GLENBROOK.

Another tug now being repowered is the former east coast tug GLENMONT, which was built in 1943 at Owen Sound. The 76-foot tug has been lying at Toronto for about a decade, falling into severe disrepair. At one time owned by Shepherd Boats Limited, of Rexdale, she was purchased by John Jones in a 1994 Toronto Harbour Commission auction. Jones has acquired the two G.M. diesels removed from WILLIAM INGLIS in her second repowering seven years ago and one of them is being fitted in GLENMONT, while the other is serving as a source of parts.

Last issue, we reported that the former Gordon's Welding tug MENASHA, which went to Montreal during 1994, had been renamed ESCORT. We were not completely correct, however, as the tug's new name actually is ESCORTE. As well, she is not actually owned by Montreal Boatmen, but rather by an affiliated company, Montreal Marine Tug Inc., created when MENASHA was acquired in December, 1994.

At long last, the Lower Lakes Towing Ltd. self-unloader CUYAHOGA has entered service following her extensive refit at Sarnia. After fuelling at the Imperial Oil dock, she departed on November 12th for Meldrum Bay, where she was to load a cargo of stone.

Tentative closing dates have been announced for the Canadian canals. Clearance date for the St. Lawrence canals in 2400 hours, December 20, while the Welland Canal is to close at 0800 hours, December 24th. Both dates are subject to weather and traffic conditions. The St. Mary's Falls Canal at the American Soo is to close at 2400 hours, January 15th, 1996.

In our last issue, we reported the October 10th departure from Toronto of CANADIAN HUNTER, en route overseas for scrapping. It took until the 13th for the tugs GLENSIDE, GLENBROOK and ROBERT B. NO. 1 to reach Montreal with her, and she cleared again on October 17 in tow of the Russian tug NEFTEGAZ-66, assisted down to Pointe-au-Pic by GLENBROOK. There, she was joined by ALGO-STREAM, which GLENSIDE and ROBERT B. NO. 1 took out of Montreal, also on the 17th. NEFTEGAZ-66 then took both retired lakers in tow and set off for Alang, India, where they are to be dismantled.

Last issue, we reported that the former lakers CANADIAN HARVEST and CANADIAN PATHFINDER had interrupted their scrap tow and were lying at Mulgrave, Nova Scotia, while the Russian tug NEFTEGAZ-16 had gone back to Halifax for repairs. In fact, there is more to the story. The tug left Montreal with the HARVEST on May 29, and PATHFINDER was added to the tow off Pointe-au-Pic on the 30th. On June 6th, off Sable Island, the tug got the towline fouled in